

AGEED WOMAN DIES; RESCUE OF BURIED

Lamp Exploded, Scattering
Blazing Oil Over Her
Dress.

LINGERED THROUGH NIGHT

Was Ascending Stairs in Her Home
Across Canal When Fatal Accident Occurred

WASHINGTON TIMES BUREAU,
ALEXANDRIA, VA., AUG. 6.

Isabella Williams, an aged colored woman, was so severely burned by the explosion of a coal oil lamp at her home across the canal Saturday night that she died from her injuries at the Alexandria Hospital yesterday morning. The old woman was ascending the stairs with the lamp in her hand when it exploded, scattering the burning oil all over her.

Mrs. Mabel Brenner Dead.

Mrs. Mabel Brenner, wife of William C. Brenner, died at the Alexandria Hospital yesterday morning, after a long and painful illness. Mrs. Brenner resided in lower Wolfe street and was the daughter of George E. Markell. She is survived by her husband and three little children. The funeral arrangements have not yet been made.

Octogenarian Dead.

Mrs. Elizabeth B. Carver, eighty-five years of age, died at her home at Hayfield, Fairfax county, last Saturday evening. Her remains were today sent by Undertaker Denigine to Marshall, Va., for interment.

Fined for Poker Playing.

Chief Goods and Policemen Jones and Henderson yesterday raided a house near Fishtown and arrested James Madderson, James Bradley, Frank Williams, Robert Arnold, James McCuen and James Buckley, on the charge of playing poker. In the police court this morning, Bradley was dismissed, Buckley and Madderson forfeited their collateral by failing to appear and Wilkins, Arnold, and McCuen were fined \$5 each.

Sold Whisky Without License.

Taylor Tibbs, colored, was before Justice Caton this morning, having been arrested by Chief Goods and Policeman Arrington on the charge of selling liquor without a license. He was fined \$25.

Funeral of Patrick Foley.

The funeral of Patrick Foley was held from St. Mary's Church yesterday afternoon at 5:30 o'clock. The Rev. Lawrence Kelly, assistant pastor of the church, conducted the funeral service and the interment was made in St. Mary's Cemetery.

Laying Vitrified Brick.

Workmen are engaged today in laying the vitrified brick roadway in Royal street between King and Prince streets.

LIFT THE FIGHT FROM THE BUSH

(Continued from First Page.)

plained by W. F. Saunders, agent of the St. Louis Business Men's League, who is now in the East on a proselyting tour among manufacturers. He is endeavoring to convince manufacturers that they can do business to greater advantage in St. Louis than they can anywhere else in the country.

Mr. Saunders has spent a month in New York, New Jersey, Connecticut, Massachusetts and other nearby manufacturing States. He said:

"St. Louis business men believe that the best way to make a city grow is to make it a good place to do business in and a good place to live in, and then let the world know what has been done."

Many New Factories.

"The reports of the Department of Commerce and Labor this year showed that St. Louis was not only the fourth city of the United States as to manufacturing, having turned out in 1905 more than \$200,000,000 worth of manufactured goods, but that the product of its factories had increased 75.3 per cent since the general census of 1900. The wide publicity given to these figures with their stamp of authority has caused a very large increase in the number of factories in St. Louis during the first six months of 1906, 120 new ones being reported by June."

"The Business Men's League has adopted the plan this summer of sending representatives to see personally and talk with manufacturers who, we learn are thinking of changing the location of their main plants or are planning to establish branches in the West and Southwest. Many manufacturers in the East are looking for locations in the central West, and the product of its factories is being distributed to their out-put close to their factories than they have now. St. Louis, being the trade gateway to the South west, offers them this."

"There are millions living within 600 miles of St. Louis who depend on the city for what they eat, wear, build with, and till the land with, and the rapid growth of the city is fast increasing the number of these buyers. During this trip I have seen manufacturers with large and small plants who have been corresponding with the Business Men's League as to the advantages of St. Louis for their business. Several of them have concluded to start business in St. Louis, and others will visit the city and look over sites this year."

Better Than the Bonus.

"The bonus plan of inducing a factory to locate in the town is almost obsolete. No factory worth having, unless under most exceptional conditions, will move to a town because it offers a free site or a release from taxes for a certain number of years, or something else free. We have a bonus offered to make to factories which is placed in our hands by a flourishing manufacturing suburb of West St. Louis called Valley Park, but manufacturers with whom I have talked this over do not lay much stress upon the bonus itself. The thing the money-making manufacturer wants is assurance that he will increase his business largely by making a change, and he generally believes by placing a branch in the new place, maintaining the present one where it is until the branch grows bigger than the parent."

"St. Louis shows the manufacturer how he will increase his business; how he will save money on his freight rates, how he will save on the cost of the product, and how cheaply he can get his fuel on account of the nearness of the enormous coal fields that we have."



There's More Than One Way to Lead a Bear.

The freight transportation conditions of St. Louis are very attractive to the manufacturer. We have a passion for perfection in this respect, just now, and the freight facilities are not to be improved merely, but they are to be excellent.

Railways Co-operating.

"The business organizations have been working steadily at this problem, which has been vexing every large city, by the way, ever since 1894, when I remember the St. Louis Post-Dispatch began the agitation to better the terminal system, and the railways now are co-operating actively with the terminal commission of Mayor Wells to work out plans by which the freight service will be quick and cheap. Moreover, all of the St. Louis railways are helping in this movement to enlarge the manufacturing interest of the city, furnishing to the Business Men's League information, through their transportation agent all over the country as to the plans of manufacturers in other places."

Mr. Saunders says that the commercial reports at the end of 1905 will show a gain of more than \$40,000,000 in the value of the manufactured product of St. Louis over the \$37,000,000, which was the value of the product in 1905.

Chairman War Veterans Advocates Parade During Encampment

The board of directors of the Jobbers and Shippers' Association has received the following communication:

"Washington, D. C., Aug. 6, 1906. 'To the Board of Directors, Jobbers and Shippers' Association, Washington, D. C.:

"Gentlemen: I respectfully invite your attention to several reasons why an industrial parade during the encampment of the Spanish War Veterans to be held here October 8 to 13, would be beneficial to the Greater Washington movement."

"The parade would be an objective for the development of practical effort on the part of those already engaged in manufacturing enterprises in Washington, the expansion of present industries being the first principle of municipal growth."

"It would prevent a diminution of interest in the Greater Washington movement during the activity of fall trade."

"It would insure the co-operation of manufacturers and merchants now engaged in business in the District of Columbia."

"It will present to thousands of visitors a display of the products of Washington industries. It will stimulate the Washington business men to additional effort toward the realization of the important factors in the development of Greater Washington."

"A parade might be arranged on lines as follows: A float representing the District, surmounted with a figure of Columbia and containing figures representing the various branches of commerce and the arts and sciences. The float could be preceded by a troop of horsemen, each to represent a State."

"Accompanying this float could be four others typical of the North, South, East, and West, with a device showing the District of Columbia in active business communication with all sections of the country."

"Another section of the parade could be composed of displays by business firms, each portraying the past, present, and future of its establishment, now and then a float of decorated wagons, restriction should be placed on the number to enter, and they to be formed in a single file."

"Provision could be made for part of the column to be assigned to automobile races, which should be run on the line of the annual Mardi Gras of New Orleans. Thousands of business men make the District in business trips on account of Mardi Gras. Should Washington arrange for an annual festival of some character, merchants who now omit the District in business trips would include the Capital City in their itinerary. Respectfully,

W. F. SAUNDERS,
Chairman Encampment Committee,
United Spanish War Veterans."

STEAMER PURITAN SMASHED HER SHAFT

NEW LONDON, Aug. 6.—The Fall River line steamer Puritan, Captain Chase, bound from New York to Fall River, broke her starboard shaft eleven miles east of Gull Island light at 12:57 this morning. The weather was thick and foggy. She halted one of the steamers of the New England Navigation Company and was towed in here, coming to anchor off Sarah's Ledge at 6:30 this morning.

She whistled for assistance and tugs went off to her. She reported the trouble and made arrangements to be towed into the harbor, where she will land her passengers, who will be taken aboard a special train to their destination. The break is an extensive one and the steamer will be laid up for repairs.

CO-EDUCATION FAILURE IN HARRISBURG SCHOOLS

HARRISBURG, Pa., Aug. 6.—Co-education has proved a failure in the Harrisburg High School. The school board, when it takes up the subject of a new high school next winter, will recommend that the sexes be separated.

Previous to 1893 the boys and girls had separate schools, but since that time have attended in mixed classes in one large school. During the past three years social functions have become so numerous as to seriously interfere with school work, and President Diehl, of the school board, says that the sentiment of the directors is strongly in favor of the proposed change.

SPIER MAY HAVE TO DECLINE HONOR

Appreciates Compliment in
Nomination for President
of Saengerbund.

CONSIDERING ACCEPTANCE

Popular With His German Fellow-Citizens and Qualified by Long Experience to Fill Position.

Acclaimed president of the Washington Saengerbund by his fellow-clubmen, George W. Spier, one of the most popular Saengerbund men in this city, stated today that he was undecided as to whether he would accept the position of honor and dignity.

"Naturally this is a great honor," said Mr. Spier this morning, "but I do not see my way clear to accept it. The Saengerbund have overwhelmed me and nominated me at the meeting last night half an hour after I had communicated to them by telephone that I could not accept the office. After a conference and due deliberation I may change my mind as to the acceptance of the position, but as matters stand now my answer is no."

Popular With German.

Mr. Spier has been President Frank Claudy's right-hand man for a decade and is tremendously popular with the Germans in Washington. He has had ample notification of his nomination, because President Claudy stated to him the club, also declined to accept the office, and a large proportion say the papers in question are being mailed without having been paid for.

When a number of such answers regarding one publication are in the hands of the department the managers of the publication are summoned and asked to show cause why they should not be deprived of the privilege of mailing their publications at the 1-cent-a-pound rate.

Unable to furnish a satisfactory reason, they are then denied the privilege, and in order to continue their business must pay a higher rate.

Cost of Handling Printed Matter.

In his last annual report Postmaster General Cortelyou said that it cost the Government from 5 to 8 cents a pound to handle mail matter of all classes. During the last fiscal year the total weight carried at 1 cent a pound and free was 63,107,125 pounds. If it cost the Government 5 cents a pound to handle the matter it will be seen that the amount paid out was \$3,155,356.40. The actual revenue was \$1,186,647.54. The situation now and for some time past, says the Postmaster General, with reference to the publishers of bona fide newspapers and periodicals, and to the public itself, is wholly different from that at the time the law was enacted.

The reform of the abuses against the second class privileges was begun in 1901. Many abuses have been eliminated, but the reform is necessarily slow, due to the nature of the original law, and to the later statute of March 3, 1901, which properly requires that when the privilege has once been accorded it shall not be suspended or annulled without a hearing of the parties interested.

Attractive New Row
ON HARVARD STREET

Thomas H. Melton will immediately commence the erection of six three-story brick dwellings at 127 to 137 Harvard street northwest, after plans prepared by Architect N. R. Grimm. They are intended to be complete in every particular and the design represents houses of most attractive character. The cost is estimated at \$30,000. Harvard street is now almost entirely built up from Eleventh to Fifteenth streets.

"Wonder What Merts Will Say Today?"
Store Closes Every Day at 6 p.m.

Half Price Clearance

of all imported and domestic suitings. Fit and satisfaction guaranteed.

Swell Suits to order in \$9.45 in the "Mertz-way"

Swell Suits to order in \$12.45 in the "Mertz-way"

Swell Suits to order in \$15.45 in the "Mertz-way"

"Royal Blue" Serge \$10.00 Suit to order

Mertz and Mertz Co.
906 F Street

WILLIAM M. WILKINSON, 11 years, 942 Virginia avenue southwest.

Lewis P. Van Fleet, 57 years, 217 C street northeast.

Hugh Kress, 38 years, Connecticut avenue bridge.

William E. Humphrey, 76 years, 1728 C street northeast.

William L. Robertson, 10 months, 437 Seventh street southwest.

Perlamino Danissov, 45 years, Casualty Hospital.

Francis S. McEnaney, 67 years, 3303 Prospect avenue.

Ann M. Lerner, 78 years, 926 Massachusetts avenue.

Earl P. Christman, 6 months, 1351 K street southeast.

Alfred A. King, six months, 1361 1/2 S street southeast.

Patrick H. Sloan, 73 years, Government Hospital Insane.

Phoebe Childris, 76 years, 2309 Brightwood avenue.

Virginia D. Whitner, 8 months, 2011 Kalorama road.

James Dobson, 72 years, Washington Asylum Hospital.

William Carter, 49 years, Freedmen's Hospital.

Mary C. Berston, 51 years, Government Hospital Insane.

Rebecca J. O'Neill, 55 years, 1446 N street northwest.

George A. Langheim, 63 years, George Washington University Hospital.

Catherine M. Bowie, 3 years, 1242 Second street southwest.

James E. Lee, 13 years, 1 Rumsey Court southeast.

Belle Strange, 53 years, Freedmen's Hospital.

Rose Hardaway, 37 years, Freedmen's Hospital.

William H. Brown, 41 years, 1147 Fifteenth street northwest.

Margaret H. Hayes, 5 months, 3204 O street northwest.

John E. Childris, 30 years, 1015 Fourteenth street.

Annie Jackson, 26 years, 611 Three-and-a-half street northwest.

Catherine Coffey, 57 years, 324 M street southwest.

John E. Miles, 63 years, 1814 C street northwest.

WAGES CAMPAIGN ON POSTAL ABUSES

Work of Wiping Out Big
Deficit in Receipts Progressing.

LAW VIOLATORS FOUND

Department Gets Answers From Alleged Subscribers to Newspapers and Magazines.

Following the recommendations of Postmaster General Cortelyou in his last annual report, a vigorous campaign is now being conducted by the Postoffice Department against publications enjoying the 1-cent-a-pound postage rate, in violation of the law.

This campaign is being made with a view of wiping out the deficit in postal receipts, which last year amounted to more than \$4,000,000, and for which, it is claimed, these alleged publications are responsible. The law admitting magazines and other publications to the low rate of postage requires that each must have a bona fide subscription list, and that the subscription must be paid for in cash by the subscriber or some friend.

Subscription Lists Examined.

The department has obtained possession of the subscription lists of many of these publications, and it is sending out thousands of communications asking those to whom this class of publications are mailed whether they or their friends paid for the subscriptions.

Many responses have already been received, and a large proportion say the papers in question are being mailed without having been paid for.

When a number of such answers regarding one publication are in the hands of the department the managers of the publication are summoned and asked to show cause why they should not be deprived of the privilege of mailing their publications at the 1-cent-a-pound rate.

Unable to furnish a satisfactory reason, they are then denied the privilege, and in order to continue their business must pay a higher rate.

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VICTIMS NUMBER 400; ERROR OF CAPTAIN

(Continued from First Page.)

When the deck of the trawler became so crowded there was danger of capsizing, the captain, at the point of his revolver, forced the frightened people down into the hold. A large number were taken on board the Vicenta Ileano, an old fisherman in a boat saved twelve persons. As the fishermen in small boats were trying to take off as many as possible, the frightened emigrants tried to rush their boats. They were driven back, but a further settling of the ship caused another rush, and several boats were capsized, and fourteen men were drowned. On all sides bodies were floating in the water. Many had lapped overboard and drowned, while others had been pushed into the rigging. Women were fighting to reach their children, and numbers had become insane at the loss of loved ones.

The Hull Broke in Two.

When there were still 150 persons on the decks of the vessel the ship seemed to break in two. Then she swiftly glided off the reef and disappeared. As the ship went down the Archbishop of San Pedro was seen in the act of blessing the doomed passengers. He disappeared under the waves with the ship. A group of six children clinging to the rigging shrieked piteously as the ship sank, and their mothers in the small boats screamed and tried to leap into the water to follow them to death.

A great number of the first and second cabin passengers were among those lost, as their cabin went down first. Among them were Bishop Barros, of San Ralof, Brazil, the friar of the Benedictine convent in London, and Iola Millano, a well-known lyric artist. The Archbishop of Para, Brazil, was saved.

The Austrian consul to Rio Janeiro gave his life preserver to a mother and child who were struggling in the water, and who were by that means saved. The consul himself was rescued. A small fishing boat worked half an hour trying to save a young girl who had fallen overboard. When her body was recovered a picture of the Virgin was found tightly clasped in her hand. A young man whose body floated ashore had in his hand the picture of a beautiful girl.

Survivors Reach Land.

The boats of the ship and the trawlers carrying the survivors went first to Hormigas Island, and then to Cape Palos. A camp for the survivors was established on the main square of the town of Cape Palos. Here harrowing scenes are enacted as the stricken families seek beloved members among the rescued.

The condition of the survivors was pitiful. They had lost everything and were without money, food or clothing. The maritime authorities of Cartagena dispatched a tug carrying relief supplies.

Latest reports say that three boats have just brought in a number of the survivors. A roll call of the survivors showed that the death list will probably exceed 400. The fact that the ship's books were lost makes it difficult to tell just how many lives were lost and the exact number may never be known.

The Captain Took Chances.

The responsibility for the wreck is charged to the captain, now dead. The ship intended to stop at Cadiz before proceeding to Brazil, and to shorten the trip as much as possible he tried to pass close to the rock ledges surrounding the Hormigas islands.

It was to have been Captain Gavino's last voyage. He was sixty-one years old, and had been retired by the steamship company because of his age. The captain was to have taken charge of the vessel was ill, and Captain Gavino consented to make one more trip in command.

The coast presents a terrible picture. It is strewn with bodies and fragments of the wreck. Broken fishing boats, bodies, and wreckage are being constantly washed ashore.

According to all information the loss of life would have been much less if the captain and officers had only remained calm. It seems that after the suicide of the captain the officers abandoned the ship in order to save themselves, without waiting to fulfill the duties of humanity.

Many persons who were rescued died after they were brought ashore. Among the saved are a number bearing serious injuries. Some had limbs fractured in the general panic, while others were wounded by bullets or knives.

The Siro sank so quickly that it is unlikely more than a few of the total number of passengers would have escaped had not help been so close at hand.

Littered With Wreckage.